

ON THE WASHINGTON!

Rush of the Faithful to the Capital of the Nation.

ARTHUR L. THOMAS LEFT SUNDAY FOR THE SEAT OF WAR.

Charlie Post and J. M. Stout left yesterday—Whitmore and Glen Miller are on the ground—The Fight for Places is Now Fairly On, and This Week the Wool Will Fly Galore—Wasatch Democratic Club Meeting—Le Prohon has Reel Behind Him, but How Far Behind No One Knows—Odd Bits and Ends of Gossip of the Situation.

*To Arthur Brown, Elbitt House, Washington, D. C.

*Arthur L. Thomas left here yesterday for Washington. The Tribune pays the freight.

The above is a copy, minus check marks and signature, of a telegram sent yesterday to ex-Senator Brown, by one of his friends. It is but an indication of how the political fight is being waged. There are other indications, but as yet details are alarmingly scarce. But if one had the privilege of looking into the minds of those who are so anxious to get into the city, one could read all the letters, there would be some interesting things to be learned.

From reports which float around the streets it appears that the anti-Brown faction are becoming worried over the situation. A private telegram received in the city on Sunday, June 1st, stated that Brown and Lindsey Rogers would have a conference with the president yesterday, but to act. So Thomas flew to join the army of talent which is now making its headquarters in the city where congress meets.

Thomas, however, is not the only man who left. Charlie Post, who wants to be receiver of the land office, also left his post and went to Washington. He is somewhere in the neighborhood of Fourteenth street, and Pennsylvania avenue. With him is J. M. Stout, who wants Charlie to have the place and who will give him all the assistance he can in the matter.

Wallace R. Wright, who desires the appointment of the post office, also left for Washington. He is going on the same kind of an errand. From this time on, the city will be made, the streets of the nation's center will look like a scene in Zion. Charlie Whitmore is in the city, and is camping in the vicinity. Brown and Rogers are buying senators and congressmen. The nation will suffer for a few days now.

Brown's friends want him to be aware of every movement which is being made for his opponent. He is being followed on every occasion when it was deemed best to be informed. So up to date he has been following him. It is believed he can checkmate any move that is made. He is being followed by a day and a half in which to prepare the way for Thomas and make his path smooth and clear. He is being followed by the ex-governor by the time he arrives.

Candidates for the marshmallow and attorneyship are beginning to get warm these days. The names of the candidates are all the same. Jim Deane and Harvey Hardy and Pratt all of them are being mentioned. Deane is winning it all over. Deane has been actually in the city, and is winning it all over. Deane has been actually in the city, and is winning it all over. Deane has been actually in the city, and is winning it all over.

Dr. McKimley has his chances belittled this week by the arrival of the anti-Brown and anti-Brown faction. He is being followed by a day and a half in which to prepare the way for Thomas and make his path smooth and clear. He is being followed by the ex-governor by the time he arrives.

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U. P. FIGHT ON O. S. L.

Old System Encountered a F-r-midable Snag Yesterday.

CONNECTIONS GIVE NOTICE

THREATEN TO DIVERT BUSINESS TO THE SHORT LINE.

The Rio Grande Western and Short Line Officials Leave for Portland—The Tintic Branch—Christian Endeavor Business—Latest by Wire.

A telling tale was cast yesterday against the Union Pacific's Sacramento routing by every railroad connection of that line east of the Missouri river, with the solitary exception of the Northwestern. These lines have served notice on the Union Pacific, to the effect that unless business passing over the old system, legitimately belonging to the Short Line, is surrendered at Granger, this important traffic will henceforth be diverted by them from the Union Pacific and turned over to the Oregon Railway & Navigation. In addition to this formidable move the Oregon Railway & Navigation has cancelled all of its traffic relations with the Union Pacific, an order that also went into effect yesterday. In railroad circles the last order is regarded as the severest blow the parent system has received since the segregation and it is believed that in carrying out this threat made by the other eastern lines it will result in the breaking up of the alliance with the Southern Pacific, in as far as that arrangement is concerned against the delivery of Union Pacific northwestern business at Granger.

Notice in The Herald of yesterday morning, that the Union Pacific would be conveyed to the next morning into delivering legitimate Short Line traffic at Granger is not only fully verified by these late advices received at the office of the Union Pacific, but the statement was fully confirmed by the Short Line officials before their departure for Portland last night.

The joint Oregon connecting with the Oregon Railway & Navigation in taking such a bold stand against its old eastern connections had a startling effect in this city among those who were in the habit of using the Union Pacific. It means that today there is absolutely no business understanding between the Oregon Railway & Navigation and the Union Pacific, the Oregon local system, relying upon the fact that the Oregon Short Line and Rio Grande Western for an eastern outlet.

The unexpected co-operation of all the eastern lines connecting with the Union Pacific practically within this intense fight for the Short Line and brings the Union Pacific to the terms of the Rio Grande Western of Bancroft and General Traffic Manager Eccles. It furthermore totally disproves an irresponsible statement that the Union Pacific and the Oregon Pacific are after the Salt Lake and Ogden road, a movement that would be preposterous in the face of the allied strength developed by yesterday's movement.

The result of this movement has been the outcome of several days' work on the part of the bonded interests, which have succeeded in bringing the pressure to bear already spoken of by The Herald.

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The Short Line will open offices at Portland and Spokane, the appointees for the new positions being selected yesterday. The freight traffic at Granger will be handled by the Oregon Short Line. Full forces will be placed at each office and the territory will be thoroughly organized for an aggressive campaign for the Oregon Short Line.

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VIEWED AT OMAHA.

U. P. Making Great Efforts to Hold Its Own.

Omaha, June 7.—That the Union Pacific railway is energetically fighting the new western combination of railroads, including lines between here and Denver, the Denver & Rio Grande, the Rio Grande Western and the Oregon Short Line, is evidenced by the fact that the Union Pacific is making great efforts to hold its own.

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A FISHING EXPEDITION

After Mayor Glendinning, G. n. Penrose and James Moffatt.

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ACCORDING TO THEIR TESTIMONY IN SUPPLEMENTAL PROCEEDINGS.

Instituted by Judgment Holders Against Them in the Utah Midland Railway Cases—The Judgments Aggregate About \$4,000, and a Further Effort Will be Made to Discover Something on Thursday Next.

According to citation, Mayor James Glendinning, General W. H. Penrose and James Moffatt, with their respective wives, appeared in court yesterday for supplemental proceedings on a judgment against them for \$104 and \$14 cents, in favor of H. C. Clive. The judgment is one of 21 which was obtained against the Utah Midland Railway company and Messrs. Glendinning, Penrose and Moffatt individually. The judgments, which aggregate about \$4,000, were obtained in Justice Harbo's court for a bond and a judgment in favor of the plaintiff, who represented the plaintiff, took the ground, however, that in this case the wives were not asked to testify against their husbands, and they had made an affidavit that he believed the defendants were concealing their property for the purpose of evading the payment of the debt.

The husbands, however, were examined, with the result that no property not exempt from execution of Glendinning or Penrose was discovered, while the testimony of the wives was such that the court was satisfied that the husbands were concealing their property for the purpose of evading the payment of the debt.

THE SALT LAKE & OGDEN. Story That the Union Pacific Wants to Get It.

Omaha, June 7.—Results of the opening of the Ogden gateway and of the disruption between the Union Pacific and the Oregon Short Line are appearing in the Salt Lake City and Ogden. One of the latest and most important is the reported purchase and completion of the Salt Lake and Ogden railway, which will connect the Salt Lake City and the Ogden gateway.

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BUTTE'S BAD MEN.

Complaint Charging Two of Them With Murder.

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